1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

505 traffic. One or two free-lance enterprises were additional to these —a Baṣra-owned steamer plying to Baghdad, another weekly from Baghdad to Samarrā; many abortive projects had been formed for larger development. The Saniya Administration had advanced plans, in 1890, for an extended service to include voyages to Mosul and even to Jazira-ibn-'Umar, and a new survey of the Euphrates was ordered in preparation for free navigation from Maskana or Jarablus to Baṣra. Nothing resulted from these projects, but the advancing shadow of the Baghdad Railway, with which their authors loved to connect them, gave encouragement. A ship-building yard was established at Baghdad in 1890.

504 The port of Baṣra, sole sea gateway of 'Iraq, carried by far the greatest part of its trade and traffic, of which in 1900 a negligible part was other than British or British-Indian. Russian and German trade was not yet established, while the 'Iraqis contributed little to the movements of the port. The Shaṭṭ al-'Arab waterway, thanks to survey and buoying by British hands, gave access and security to anchorages opposite the 'Ashar and Khandaq creeks which connected it with Baṣra city. The management of the port was primitive, quarantine and customs provisions inept, vexatious, and venal. No wharves, cranes, sheds or other port equipment were provided; loading and discharging overside to and from lighters in midstream were slow and costly operations.

206 Since the 'sixties of the century 'Iraq had had its place in the world's telegraphic system. It was connected through Fao with India, through Mosul and Jazira-ibn-'Umar with the rest of Turkey, through Khaniqin (or through Fao and Bushire) with Persia. The handling of traffic was slow and unreliable. But the extension of the system to most parts of 'Iraq, vulnerable and faltering as it was, and with Kurdish districts still unpenetrated, had yet done much to assist administration and to modernize society. Postal services dated in some form from the eighteenth century. In the 'sixties of the nineteenth, British-Indian steamers began to carry the Indian and European mails to Baṣra, where the service connected with the river steamers. The Indian Post Offices opened in 1868. The British camel mail to Damascus, discontinued in 1886 after a century of service, was replaced by a Turkish mail along the same route, carried by 'Aniza tribal riders. The time-honoured horse-borne Tatar mail left Baghdad every Monday for Istanbul, by way of Mosul and Diyarbakr.

205

7. THE GOVERNMENT

631 The enormous difficulties of governing the three wilayas arose, it is now clear, from a complex of elements. The territory was ill provided with means of communication, and much of it was

1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

factory) impressed even foreign critics as well-managed; formal parades and regimental bands improved morale; and Nadhim Pasha's policy of concentrating his forces was retained in some measure by his successors. A state of feud between the Wali and the General was in each wilaya more usual than one of collaboration, and was curable only when the two posts were combined. In army as in civil administration, the fundamental disease was the abiding poverty which, for economy, must needs acquiesce in depleted strengths and reserveless depots, leave pay in arrears, and force the troops often to live on the countryside—or to desert.

The Ḥamidiya regiments recruited in 'Iraq only in the extreme north, ceased to exist after 1909; but 'frontier companies' designed to give military employment to Kurdish tribesmen of the Shahrizur and Sulaymaniya sanjaqs were formed in 1912 with a more military and less patriarchal complexion. A greater reorganization was that which in 1911, on the advice of von der Goltz Pasha, created the 4th Inspectorate, to cover the whole of 'Iraq and south-western Arabia with two Corps, the 12th and 13th, at Mosul and Baghdad respectively and one, the 14th, in the Yaman. The Reserve system was unchanged until, after a complete breakdown, it was revised, all too late, in 1914. The Navy at Baṣra remained decayed and futile. The gunboat *Zohab*, acquired in 1902, was in 1911 captured by the Italians in the Red Sea. *Kilid al-Bahr* remained afloat. The *Marmaris* arrived at Baṣra in 1908.

Among improvements in communications made during this period the greater use of wheeled traffic, notably on the upper Euphrates routes and those radiating from Baghdad, called for a modest measure of road-making. A Zab bridge was completed, not without grave scandal. The telegraph service was extended to most of the small towns, including those of the Kurdish qadhās. The use of telephones began to be extended in Baghdad to the beginnings of a public service, and in 1914 there was talk of a Baghdad–Baṣra wireless service. The 'Aniza-borne trans-desert postal service, diverted in 1906 from a Damascus to an Aleppo terminal, was twice robbed by Dulaym in 1909 and was suspended in 1912. The Tatar service by Mosul to Istanbul was maintained until the outbreak of war. Offers were twice made of a motor-carried post to Syria: once, optimistically, by Ḥamdi Bey Baban in 1911, and once by a French group in 1914. Adoption of either proposal would have involved major road improvement and called for a standard of mechanical reliability unlikely to be achieved.

Of the succession of well-remembered high Turkish officials of this period, scores of personal anecdotes are still told in 'Iraq today. All suffered from the growing penetration of Turkish administration by party politics after 1908, as they had from

1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

farmed it with improved techniques; and an 'Iraqi-Syrian group, that of the 'Asfar concession', signed with Government in 1924 an ambitious land-development and irrigation agreement, involving the construction of the Ḥabbaniya reservoir, a Faluja barrage, and a dam on the Diyalā. Limited cotton-planting without notable success was carried out in 1925 by an Asfar affiliate, Diyala Cotton Plantations; but the terms of the main concession were soon afterwards called in question by popular outcry, its semi-monopolist nature was revealed, and the whole enterprise was perforce reconsidered.

Meanwhile, a Government anti-locust organization, on the scale which this ruinous pest demanded and using every known method, came into being in northern 'Iraq while Government participated in interstatal plans jointly established in Damascus. The deplorable harvest of 1924, the result of excessive cold and rainlessness, was a reminder of the precariousness of agriculture. The small Veterinary Department under Chadwick, besides its work with Army and Police horses and its civil animal hospitals, did what it could to control the endemic and epidemic diseases of the 'Iraqi flocks and herds, especially rinderpest which caused great annual losses.

Roads, mechanical installations, and buildings were the responsibility of the Public Works Department, of which the Directorship was passed by J. M. Wilson, in that office since 1920, to A. S. Clay in 1925. Roads were still at this period unsurfaced and deep in mud or dust, but constant care kept them somehow open. The mileage of road and track available for wheeled transport increased threefold, and hundreds of passenger and freight-carrying cars plied on every route. The care of these, with their accompanying repair shops, supplies, and dealers formed a new branch as much of industry as of travel. A trans-desert motor route, passing by Ramadi and Ruṭba to Damascus and the Levant, was inaugurated in 1923 by two New Zealanders, the Nairn brothers, whose headquarters was at Damascus. It had immediate effect on 'Iraq's foreign orientation. The service in 1926 absorbed its first (Syrian) competitor, which, using a track by Hit and Palmyra, had been the victim in 1925 of a savage attack by Dulaym tribesmen. The Ruṭba–Damascus section of the Nairn route became unusable in the summer of 1925 by reason of the Druse rebellion, and for a year thereafter convoys were diverted to 'Amman and Haifa through the forbidding lava country of Transjordan. The carriage of mails by the desert motor route became usual, until air-mail services superseded it. Postal arrangements within 'Iraq, now under 'Iraqi administration with British expert advice, grew more comprehensive and included all normal post office services. Telegraphs were

1: Longrigg G-4, 5 (ca. 1918-1940) MH: Iraq MH:

operation under Tainsh was uneasy, but in practice tolerable; the transfer of ownership to a Railway Corporation of Anglo-'Iraqi membership was, as with the Port of Baṣra, provided in the 1930 Treaty. The service and maintenance of the 750 miles of line were hampered by abiding financial stringency due normally to road competition and the uncertainty of the pilgrim traffic, and abnormally to flood interruptions such as those of 1926 and 1930 and to the stagnation of trade in 1929–32. Two lines of railway development were followed, both of international interest: the first was the provision in 1930 of a link by motor convoy between Kirkuk and the Turkish railway at Nisibin, making possible direct bookings from Baṣra to Europe: the second was the prosecution in 1930–1 of the survey for a Baghdad–Haifa line—a project widely supported but destined, twenty years later, to be still as far from realization.

'Iraq's fortune was that of many contemporary nations in the rapid development of its air routes. A weekly mail service Baṣra–Baghdad–Cairo was inaugurated early in 1927, to be followed two years later by the England–'Iraq–India service of Imperial Airways. In the same year a first civil airport was ceded by the R.A.F., and the (German) Junkers Company initiated, but failed to sustain, a Baghdad–Teheran service. Soon afterwards aircraft of the (French) Air Union or Air France appeared, and those of the Royal Dutch (K.L.M.) line; 'Iraq's central position for air communications—the 'Clapham Junction' rôle asserted for it by Mr. Churchill in 1921—was fast revealing itself. A modern-equipped airport immediately outside Baghdad begun in 1931 was completed in two years, and civil landing-grounds were in use also at Baṣra, Ur, Ruṭba, and elsewhere.

The effect of the trans-desert route and the increasing east–west air services on postal communications was profound. Both were used as they came into being for letters, the former also for packages; communications with Europe and India were revolutionized. In 1929 'Iraq joined the International Postal Union. With the constant spread of the telegraph and trunk telephone network within 'Iraq went the increasing use of wireless. The Baṣra station already communicated directly with Europe; those of Ruṭba and Baghdad were ancillary to it.

If the uplifting of 'Iraqi standards of life could be assisted indirectly by these improvements, it must be sought more directly in the development of its old and some new resources. The efforts of the public and Government were active in this direction. No minerals, other than petroleum, were located. The Government salt monopoly could do no more than maintain itself. A gold concession granted in 1931 for the mid-desert Qa'ara Depression, near

7: International Bank N. S-4 (1951) 1952 MH1 Iraq MH1

Future Developments

It must be expected that Iraqi Airways will continue to operate at a loss for some years to come. This should be accepted because the air services serve a real traffic need and there are reasonable prospects of reducing and perhaps ultimately eliminating operating deficits. The Airways Accounts are separate from the Railway Accounts and the steps recommended in the Palmer Report for complete separation of the finances of the Railways and the Airways should be adopted. There is no reason why the Railways should be expected to defray the deficits of the Airways.

There appears to be room for expansion of services in the area where Europe, Asia and Africa meet; and the government should encourage Iraqi Airways to play an increasingly important part in air traffic in this area. Internal demands appear to be negligible at present but may be expected to develop in conjunction with extended international services. These services appear to present an opportunity for far-reaching economies through closer cooperation between Middle Eastern airlines in their services, their administration and agencies outside the home countries.

VIII. Post, Telegraph, Telephone, Radio Communications

Organisation

Responsibility for communications is concentrated in the Directorate General of Postal, Telegraph and Telephone Services in the Ministry of Communications and Public Works. Iraq is a full member of the International Postal Union and the communications services of the country, including their tariffs, comply with the standards of the Union.

The number of post, telepragh and telephone offices has developed as follows:

Type of office	1940	1951
24 hrs. service	14	46
16 hrs. service	12	37
12 hrs. service	18	4
7 hrs. service	42	54
Local and rural agencies	155	171

7: International Bank N, S-4 (1951) 1952 MH1 Iraq MH1

205 206 Mail is carried:

on regular railway routes	1,604	kilometers
on contractors' routes (road)	3,010	"
on occasional routes (roads, tracks)	1,214	"
by air	a maximum of 14 daily routes	

The only recommendation to be made regarding these services is to speed up air conveyance by moving the sorting center at Basra from Basra town to Magil.

Communications with other countries are as follows:

Postal services to all Union countries.

Telegraph and telephone with:

Iran by land lines,
Turkey by land lines,
Syria by wireless telegraph and land line telephone,
Transjordan by land lines,
Lebanon via Syria,
Saudi-Arabia by wireless telegraph,
Yemen by wireless telegraph,
Egypt by wireless telegraph (two services, government and Marconi),
Tangiers, relay point for wireless telegraph overseas,
United Kingdom by direct wireless communication (projected).

A British submarine cable from Fao to Karachi-Bombay has been out of operation since 1950. Repairs are not contemplated, and wireless telegraph has been substituted.

206 ***Internal Communications***

Trunk lines and carrier lines connect the towns and villages of any importance, and outlying villages and police posts are connected by wire from nearest exchanges. The telephone network is being continuously expanded, generally keeping up with demands. A new transmitter and a new broadcasting station have recently been installed near Baghdad.

The Mission suggests that an independent or at least auxiliary power plant be provided for the newly-built transmitter. A breakdown in the power supply, now assured by a long, open air transmission line, would have serious consequences.

The PTT service is a revenue earning department, but the revenues accrue to the government treasury so that all expenditures must be authorized by the government's annual budget. Operating revenue and capital expenditures are shown in the following table.

Power

376 In spite of the existence of several large dams, Iraq apparently has no hydroelectric power installations. It is reported, however, that the proposed dam at Bekhme, at the junction of the river Ruwandiz and the Great Zab, which will produce a mountain lake 65 kilometres long, will be used to produce electric power, on the model of the Boulder Dam in the United States.

Postal Service

205 By the end of the financial year 1947-48, Iraq had 171 post and telegraph offices.

The regular postal service of Iraq covers a network of 8,664 kilometres and mail is transported by: railways, over 1,600 kilometres; automobiles, 5,630 kilometres; river boats and barges, 390 kilometres; couriers and beasts of burden, 1,044 kilometres.

An air mail service to Egypt, Greece, Italy, France, Switzerland, Canada and the United States is operated twice a week via Egypt. An air mail service is operated between Iraq and the countries of the Near East and the other countries of the Middle East. By the end of July 1948, the Iraqi air mail network covered 18,910 kilometres.